



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, Va. 22030

GREGORY A. WHIRLEY  
COMMISSIONER

October 11, 2012

Evan Harlow, Project Manager  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Tuscarora Crossing, Loudoun County Plan Number ZMAP 2012-0011

Dear Mr. Harlow:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the above referenced application and related supplemental traffic analysis was received by the Virginia Department of Transportation (VDOT) for review on August 28, 2012.

We have reviewed the application and related supplemental traffic analysis and an evaluation report is attached. The traffic impact analysis should be revised to address the comments in the evaluation report and resubmitted.

Please arrange to have the attached evaluation report included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this application. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

If you have any questions, please call me at (703) 259-2492.

Sincerely,

Thomas B. Walker  
Senior Transportation Engineer

Attachment (Evaluation Report)



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### **Evaluation for Tuscarora Crossing**

#### **Summary of the Key Findings**

Tuscarora Crossing is a 250 acre site generally located south of Russell Branch Parkway, northeast of Philip A. Bolen Park and Kincaid Boulevard and adjacent to future Crosstrail Boulevard. The proposal is to rezone the property to PDH-4 and develop 469 single family homes and 328 townhomes, on 250 acres replacing the by-right, more intense flex-industrial use of 2,880,000 square feet allowed within the existing zoning PD-GI. For purposes of this study, the project was assumed to be built-out by 2018. Tuscarora Crossing residential development is expected to generate 472 weekday AM peak hour trips, 590 weekday PM peak hour trips and 6,117 daily trips on an average weekday. By comparison to the approved by-right density the proposed development would result in 2,438 fewer AM peak hour trips, 2,508 fewer PM peak hour trips and 14,362 fewer daily trips on the surrounding road network. Access to Tuscarora Crossing is proposed via four (4) intersections along Crosstrail Boulevard. Two (2) intersections will be located north of the Washington & Old Dominion (W&OD) Trail and two (2) intersections will be located south of the W&OD trail.

#### **Accuracy of the Traffic Impact Analysis**

The methodologies and assumptions used in the traffic impact analysis are based upon the results of a scope of work meeting held by VDOT and others involved in the project. The following are the comments for the traffic impact analysis.

1. Provide a plan at an engineering scale of the existing and proposed site uses. Loudoun County has 30% design plans for the Crosstrail Boulevard. Please coordinate with County and include that 30% plan in the appendix of the report. Also, make sure access points are consistent with the 30% plan.
2. There is no discussion of bike/ped accommodations in the report. As per scoping meeting, bike/ped accommodations need to be addressed in the report.
3. For Future (2028) analysis, the report includes analysis for without Keystone connection. As per scoping meeting, Future (2028) analysis should include with and without Town of Leesburg Keystone connection to Trailview for purpose of possible CTP Amendment.
4. The report does not state the peak hours. Section 3 should clearly state about the peak hours.
5. Page 10 and page 11 – There are statements for both Future 2018 with and without development and Future 2028 with as well as without development scenarios that states "turn lanes where warranted from Sycolin Road to just south of Russell Branch Parkway". These paragraphs need to provide detailed description about turn lanes (i.e. are these proffered or will the development build if warranted, what if turn lanes are not warranted etc.).
6. Page 29 (last paragraph) - Please briefly explain the procedure to develop Figure 4-1 and include this description in last paragraph of page 29.

7. Page 4 indicates that the traffic impact study was conducted in accordance with the Loudoun County Facilities Standards Manual (FMS). These statements need to incorporate VDOT chapter 527 as this study triggers VDOT chapter 527 guidelines.
8. Typo (page 5) – The study “are shall” be defined need to be corrected.

#### **Comments on the Recommended Improvements**

9. In 2028 with proposed development, a new signal is anticipated at the Crosstrail Boulevard/Trail View Boulevard (site entrance) intersection with extension of Trail View east connecting to Belmont Ridge Road. We recommend that a signal warrant study be re-examined no earlier than one year prior to build out of the project. Signal warrant study needs to be provided in a separate booklet and alternatives other than a traffic signal should be provided in the study. As of July 1, 2009, all warrant studies should be signed and sealed by a professional engineer registered in the Commonwealth of Virginia.
10. All new proposed intersections shall meet the VDOT Access Management Standards.

#### **Additional VDOT Recommendations/Comments**

- Ensure that all turn lane lengths and tapers meet VDOT design standards. If not, design waivers will be required.
- The Annual Vehicle Trip Growth Rate which was not shown in the Pre-Scope of Work Meeting Form was shown as 2% in the TIA.
- VDOT encourages the provision of access to the W & OD from the proposed development.
- VDOT recommends construction of the ‘missing link’ of Russell Branch Parkway northeast of the site.

#### **Conclusions**

In general, based on our comments, the Traffic Impact Study will need to be revised and a final version submitted.